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REPORT 25X1

DATE DISTR. 19 March 1953

NO. OF PAGES 16

REQUIREMENT	25X1
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REFERENCES

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The V.M. Molotov Iron Works (Zelezárny V.M. Molotova, n.p.) plant at Trinec covers an area of 650 by 4,500 meters. It is bordered on the eastern side by the Trinec railroad station and the railroad line to Cesky Tesin and on the western side by the Olse River.
2. The following projects have recently been carried out or are planned for the future in order to expand the plant:
 - a. The rolling mill hall was reconstructed in 1950 and a new blooming mill was installed there. At the same time, Foundry No. III, a new foundry, was built and put into operation.
 - b. A new Martin furnace was put into production in 1949. It is believed to be the largest and most modern blast furnace in Czechoslovakia.
 - c. The sixth blast furnace, commissioned in January 1952, is under construction. It is said that it will be the most modern in Europe.
 - d. A new administration building was erected in the summer of 1950.
 - e. In 1951 a new foundry for the production of rails was built, and further construction is in progress in that part of the plant. The purpose of this further construction is unknown.
 - f. In the winter of 1951 a plant for crushing ores and additives for the blast-furnaces was built. It was put into operation in late 1951 or early 1952.
 - g. A new electrical department near the southern entrance to the factory was put into operation in 1951; in this department, electric motors used in the plant receive new coiling and maintenance of all electrical material is carried on.

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(Note: Washington Distribution Indicated By "X")

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- h. Apart from the above, various parts of the plant are constantly being pulled down and rebuilt. The area adjoining the plant is being levelled by bulldozers, presumably in preparation for further construction. It is rumored among employees that the plant is to be enlarged and will reach right down to the river bank.

General

3. The Trinec factory has five blast furnaces, three of which were put into operation during the time of the First Republic, one during the German occupation and one in February 1948. The first three furnaces mentioned are of identical type and their capacity is smaller than that of the fourth one. The capacity of the fifth furnace is equal to that of the two oldest ones combined.
4. Transportation, both inside and outside the factory, is entirely by rail. The factory has its own depot with loading ramps, and lines run to practically all points inside the plant. The railroad depot has approximately 15 tracks and occupies an area of 80 by 400 meters. It has 40 normal locomotives and 10 to 15 narrow-gauge locomotives, five of which were powered by electricity. All of these locomotives were built by either Skoda or CKD.
5. Most of the factory's machinery is powered by electricity. The factory has its own powerhouse, which, however, does not provide as much power as is required. Additional power comes from the East Moravian Power Plants (Vychodomoravske elektrarny). Consequently, a breakdown of the factory's powerhouse would not halt operations. The factory is hooked up to the Moravska Ostrava - Zilina 60-kilowatt power line.
6. The factory produces its own gas to heat the blast furnaces, which are operated by gas. It also produces its own coke.

Production

7. The Trinec factory produces the following:
 - a. Pig iron, steel, special steels and dynamo- and transformer-steel.
 - b. Ingots and castings produced from pig iron.
 - c. Steel bars of various forms and dimensions, including T, I and U bars, square profiles, angles, strips, round bars, etc.
 - d. Bolts and supports for railroad rails; special sheet steel for military helmets.
8. About 1,000 tons of steel are produced per eight-hour shift. During 1950, while only one blooming mill was in operation, a production of 1 million tons of steel was planned, and this plan was fulfilled. The addition of another blooming mill resulted in raising the figure to 1½ million tons for 1951, but the factory fell short of this figure by 200,000 tons. The 1952 production figure has again been set at 1½ million tons of steel and steel products.
9. Production is hampered by the fact that the processed ores received from the satellites and the USSR are only about 25% metal and the blast furnaces are unable to supply the needs of the rolling mills from it, so ingots have to be brought in as a supplement to the ores.
10. Production is further hampered by a shortage of manpower, which they try to alleviate with the aid of brigade workers.
11. In the winter of 1951-52 a further difficulty was encountered in the form of a shortage of gas which was acutely felt in the rolling mills. It was frequently difficult to bring the furnaces which heat the ingots and which are operated by gas to the required temperature.

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12. A large proportion of the semi-finished products is sent to the USSR, China and East Germany. The remainder is mainly shipped to Czech armament plants, such as the V.I. Lenin Works, Zbrojovka in Brno, the Vsetin Armament Works and the K.Y. Voroshilov Works in Dubnica nad Vahom.

Raw Materials and Coal

13. The factory processes ore of 25% metal content from Slovakia and Krivá Rog, USSR. [REDACTED] 25X1
14. To supplement the ore shipments, the factory receives some 150 tons of ingots per day from East Germany, Hungary, the Vitkovice Iron Works, and from Slovakia. 25X1
15. Shipments of coal arrive at the rate of about 50 carloads per day.

Organization

16. The plant is divided into some 100 departments, which can be grouped in the following sections:
- a. Coke kiln.
 - b. Blast furnaces.
 - c. Steel rolling mills.
 - d. Mechanical workshops.
 - e. Steel foundry.
 - f. Gray alloy foundry.
 - g. Iron foundry.
 - h. Transportation.
17. The coke kiln, the furnaces, the steel plant and rolling mills and transportation section work to 100% of capacity for three eight-hour shifts per day. The mechanical workshops also work three shifts per day, but only the first shift works to full capacity; the second works 70% and the third 20% of capacity. The administrative sections work only one shift.
18. The factory employs about 15,000 workers, of whom 25 to 30% are women, who work under the same conditions as the men and receive the same wages. Some 1,000 to 2,000 employees work in the administrative and technical offices.
19. The main administrative office was built in 1948 in Kronska ulice, near the hospital. 25X1
20. Leading personnel: 25X1
- a. (Fnu) Vrobel, general manager, [REDACTED] 25X1
 - b. Eng. (fnu) Bohus, deputy manager; [REDACTED] 25X1
 - c. Karel Tyron or Turov, chief inspector of Rolling Mills A and B and chairman of the Trinec Iron Works Communist Party organisation, [REDACTED] 25X1
 - d. (Fnu) Ceslar, chairman of the works council, [REDACTED] 25X1
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- e. (Fnu) Herman, commander of the works militia until end of 1951; [REDACTED] 25X1
- f. (Fnu) Ondrak, former rolling mill inspector, now deputy to Turen or Turov. 25X1
- g. Ondrej Videnka, former chairman of the works council.

Rolling Mill A.

21. Rolling Mill A produces the following:
- a. Type A rails, which are the normal type of railroad rails, and type T rails for heavy or express traffic. The rails are either 25 or 30 meters long.
 - b. Square profile bars, 80 to 140 cm. and 120 to 130 cm. Production per eight-hour shift is about 600 tons. Before 1948 these were chiefly shipped to Yugoslavia, but since that time the East Sector of Berlin is one of the largest customers for 80 by 80 mm. profiles 250 cm. long.
 - c. I profiles, 20 to 40 cm., and U profiles, 18 to 40 cm. Shipments are mostly addressed to China.
 - d. Railroad girders, both of the so-called German type and of the type normally used by the Czech railroads.
 - e. Various other types of material for railroads, as well as round bars 80 to 220 mm. in diameter. Recently, round bars 170 mm. in diameter, for the V. I. Lenin Works in Pilsen, have been the type chiefly produced.
 - f. Bolts and supports for railroad rails.
 - g. About 400 tons per eight-hour shift of sheet steel, 200 to 350 mm. wide, 5 to 20 mm. thick and of 8 m. maximum length.
 - h. 20 to 30 tons per eight-hour shift of transformer steel in sheets 150 to 500 mm. by 100 to 300 mm. Dynamo steel in sheets of the same size but much larger quantities is also produced.
22. During the first two months of 1952 Rolling Mill A fulfilled only 85 to 90% of its norm because the norm had been greatly increased.
23. A bottleneck in production in Rolling Mill A is caused by a shortage of electric parts, such as coils and windings for electric motors.
24. The following are leading personnel in Rolling Mill A: 25X1
- a. Eng. Leo Cedok, chief of the rolling mill; [REDACTED] 25X1
 - b. Eng. Josef Jindra, former chief of the rolling mill; [REDACTED] 25X1
 - c. Supervisor, Shift 1, Eng. Oto Pucek; his deputy, Jan Cmela. 25X1
 - d. Supervisor, Shift 2, Eng. (fnu) Vaclavik; his deputy (fnu) Kluz.
 - e. Supervisor, Shift 3, (fnu) Bujnoch; his deputy, (fnu) Kubicek.
 - f. Ludvik Fronek, chairman of the shop council.
 - g. Frantisek Drobik, deputy chairman of the shop council.

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Rolling Mill B

25. Rolling Mill B further processes the products of Rolling Mill A and is a subsidiary plant to that mill. The products of Rolling Mill B are as follows:

- a. Hard and soft wire 5 to 8 mm. in diameter, which is processed from steel bars at the rate of 450 tons per eight-hour shift, i.e., about 75% of the production of Mill A. This wire is shipped to a wire factory in Bohumin for final processing. Part of the wire is cut into lengths and sent to unspecified armament plants.
- b. I, T and U profiles of smaller dimensions than those made by Mill A; strips, mining rails of various types, 30 to 100 mm. angle pieces.
- c. A great variety of small profiles up to 20 mm. are manufactured on the high speed production line.

Equipment

26. The following equipment is at the Trinec Iron Works:

- a. The coke kiln has 150 ovens in three or four batteries.
- b. The fire-resistant brick plant has presses and furnaces.
- c. There are four old blast furnaces and one new one in the factory and a sixth furnace is being built.
- d. Steel Foundry No. I has seven furnaces, gas-heated, fixed, of 60 ton volume, for the conversion of pig iron into steel; one special furnace; three or four fixed cranes, situated above the 15-ton cranes; one laboratory; a forging shop with an electric hammer.
- e. Steel Foundry No. II has at least eight or ten Martin furnaces, gas-heated, with a capacity of 150 tons each; one electric furnace for special steel; three 170-ton cranes and two lighter ones, moving above the heavier ones; a chemical laboratory; an electric hammer.
- f. Steel Foundry No. III is under construction. At the time of observation only one Martin furnace of 150-ton capacity was in operation. When completed, this foundry is to be identical with Steel Foundry II.
- g. Rolling Mill A has the following equipment:

- 1) One old blooming mill, Mark Demag, in good shape, having a capacity of 1,060 tons per eight hours; maximum performance, 3,190 tons in 24 hours.
- 2) One new blooming mill, Mark Union-Vitkovice, of modern construction, in operation since the summer of 1951, of high flattening performance; maximum performance, 160 tons per hour.
- 3) A four-stage roll, Mark Demag, in good condition; capacity, 700 tons in eight hours.
- 4) A combined roll, of two ranges, 8 to 10 stages, Mark Demag, in good condition; capacity, 1,000 tons in eight hours.
- 5) An electric saw for profiles, Mark Demag; capacity, 700 tons in eight hours.
- 6) A rail-making machine, Mark Virth; capacity, 700 tons in eight hours.
- 7) New electric shears, capacity unknown.
- 8) Hydraulic shears, in bad condition.

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29. On 26 November 1951, a strike was called in the plant to protest against the lowered wages ordered by the government. The strike started in the steel plant and spread to the rolling mills, coke kiln and other sections. When leading Communists from the regional Party organization in Moravska Ostrava arrived the strike was called off and an increase in wages promised.
30. The factory has a canteen where meals cost 7 Kos. and are distributed by departments. Workers were not satisfied with the meals. Until the end of 1951 the workers in this plant had a special allocation of ration books (Ration Book T 4) and for each Sunday of work they received a special allocation of 10 dkg. of meat and 6.5 dkg. of fat. Now the workers receive a special ration book which entitles them to purchases of food in the same amount as miners working aboveground: 1 kg. of fat, 2.5 kg. of meat, an unknown quantity of bread and flour and 250 grams of sugar.

Security

31. The plant is surrounded by a wire fence two meters high, topped by barbed wire. It is guarded by a plant militia unit of 70 to 90 members.

1. Comment: Reported as 80 by 80 cm. but this is considered unlikely. 25X1

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Annexes:

- (A) Sketch of Rolling Mill A.
- (B) Legend explaining Annex (A).
- (C) Sketch of Trinec and the V.M. Molotov Works.
- (D) Legend explaining Annex (C)
- (E) Sketch of Rolling Mill B.
- (F) Legend explaining Annex (E).

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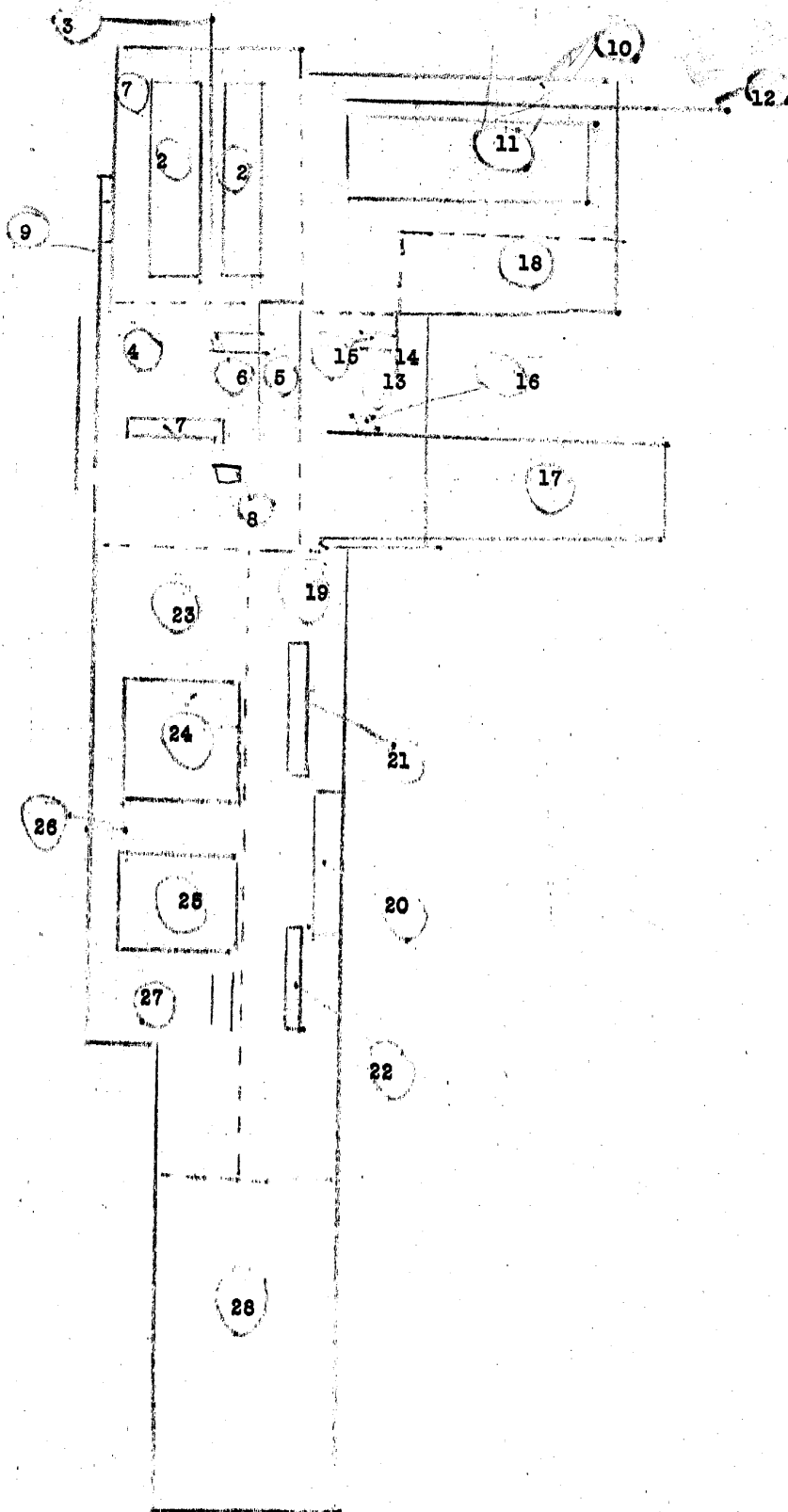
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Annex A

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Sketch of Rolling Mill A



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- 9) One mobile crane.
- 10) Two old furnaces, gas-heated, for heating ingots; capacity, 75 ingots each.
- 11) One new electric furnace, in operation since the summer of 1951, set up according to the American system; large capacity.
- 12) Two perforating and milling machines for rails, Mark Virth, in good condition.
- 13) One 15,000 HP motor, Mark Skoda, providing power for the roll.
- 14) Two motors of higher horsepower.

h. Rolling Mill B has the following equipment:

- 1) A compressor station of unknown capacity; pumps and several motors for the rolls; two coal dust furnaces; two coal furnaces and one gas furnace.
- 2) One dual coiling-spool.
- 3) One electric shears.
- 4) Several stages of the medium roll.
- 5) Several multi-level pre-rolling stages with mobile tables.
- 6) One electric saw.
- 7) Rolling stages of the first fine roll with several pre-rolling stages.
- 8) Two spools for rolling strip steel.
- 9) One saw.
- 10) Rolling stages of the high speed roll with lifting tables.
- 11) One automatic transporter and shifter.
- 12) Electric shears.
- 13) One mobile crane for feeding coal.

i. The mechanical workshop has lathes, drills, etc., including precision drills accurate to 1/1,000 mm.

27. The general condition of equipment in the factory is good. The older machinery is of German manufacture; the modern machinery was made in Czechoslovakia, chiefly by the V.I. Lenin Works and the Vitkovice Iron Works.

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Working Conditions and Morale.

28. A driver in Rolling Mill A earned 28.50 Kos. per hour if he fulfilled his norm according to Norm No. 7. The head of this mill, according to this new government decree, earned about 19,000 Kos. monthly. Wages are low in comparison to the work required and the workers are discontented. As a result of piecework and the work norms the output of the workers appears not to be going any higher, and when norms were stiffened the last time workers declared that they would no longer care about the quality of output. The result is that two or three carloads of products are returned every month now because of defects. Machinery frequently breaks down and there is little doubt that at least part of this is the result of sabotage.

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Annex (B)

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Legend to the Plan of Rolling Mill A of the Trinec Enterprise.

1. Area containing the heating furnaces for the old blooming-mill and the reversible rolling-line.
2. Deep gas-ovens, into which 150 ingots can be placed simultaneously.
3. Narrow-gauge tracks; single track outside the plant and dual-tracks on the inside. Leads to deep ovens, is used for hauling ingots.
4. Location of the old blooming-mill, the reversible rolling-line and hydraulic shears.
5. Motors for the old blooming-mill and the reversible rolling-line. Compressor for the hydraulic scissors, Motors are Mark Skoda. The motor driving the reversible rolling-line has 15,000 H.P. Masonry building 30 x 15 x 10 m.
6. The old blooming-mill, Mark Demag, in good condition, output 1000 tons per 8 hrs.
7. Reversible rolling-line, consisting of 4 rollers, Mark Demag. Can utilize only steel from the old blooming-mill. Output 700 tons per 8 hrs.
8. Hydraulic shears for the old blooming-mill; condition bad.
9. Normal-gauge track, single, for transporting rolls, rollers and processed materials.
10. Location of heating furnaces for ingots for the new blooming mill.
11. New deep-oven for the new blooming-mill. Operation started in summer 1951. High output; set-up according to American system.
12. Narrow-gauge track, single outside the plant and dual on the inside. Used for shipping materials from the steel-mills to the deep-ovens.
13. Location of new blooming-mill and electric shears.
14. Motors. Building has been adapted for the new blooming-mill. Contains all the equipment required. 1-story, masonry, 20 x 10 x 10.
15. New blooming-mill, operating since 1951, modern construction, mark Union, Vitkovice, suitable for large-unit rolling, capacity above 1000 tons per 8 hrs.
16. New electric shears for the new blooming mill.
17. Mobile crane, crane-tracks are mounted in the sheet-rolling hall, and reach 80 meters outside this hall.
18. Storage of spare parts such as transporter rollers, cog-wheels, axles, etc.
19. Location of the coupled sheet-rolling line.
20. Machine-house for the two coupled rolling-lines; masonry building, 1 storey, 30 x 7 x 6 m. It contains 2 motors for the two lines, with a power-output of more than 15,000 HP.
21. First phase of the coupled rolling line, consisting of 8 rolling-benches, Mark Demag, in good condition. Only 80 x 80 cm. bars are rolled here. Output 1,000 tons in 8 hrs.
22. Second phase, as above consisting of 6 rolling-benches, Mark Demag, in good condition.
23. Cooling equipment and partial finishing of products of Rolling Mill A.

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Annex (B)

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24. Large cooling bed, for lengths up to 30 meters, in which 125 rails can be cooled simultaneously. Area 30 x 30 m.
25. Small cooling bed for lengths up to 25 meters; capacity 125 rails. Area 25 x 30 m.
26. Automatic saw for profiles, Mark Demag, in good condition, coupled with the reversible rolling-line. Motor of 500 HP (the electro-automechanism is out of order.)
27. Equalizer, Mark Virth, in good condition; capacity, 40 rails per hour.
28. Final finishing of rails; shaping of ends to measure, with simultaneous drilling of holes. Two machines for each end of rails, Mark Virth, in good condition.

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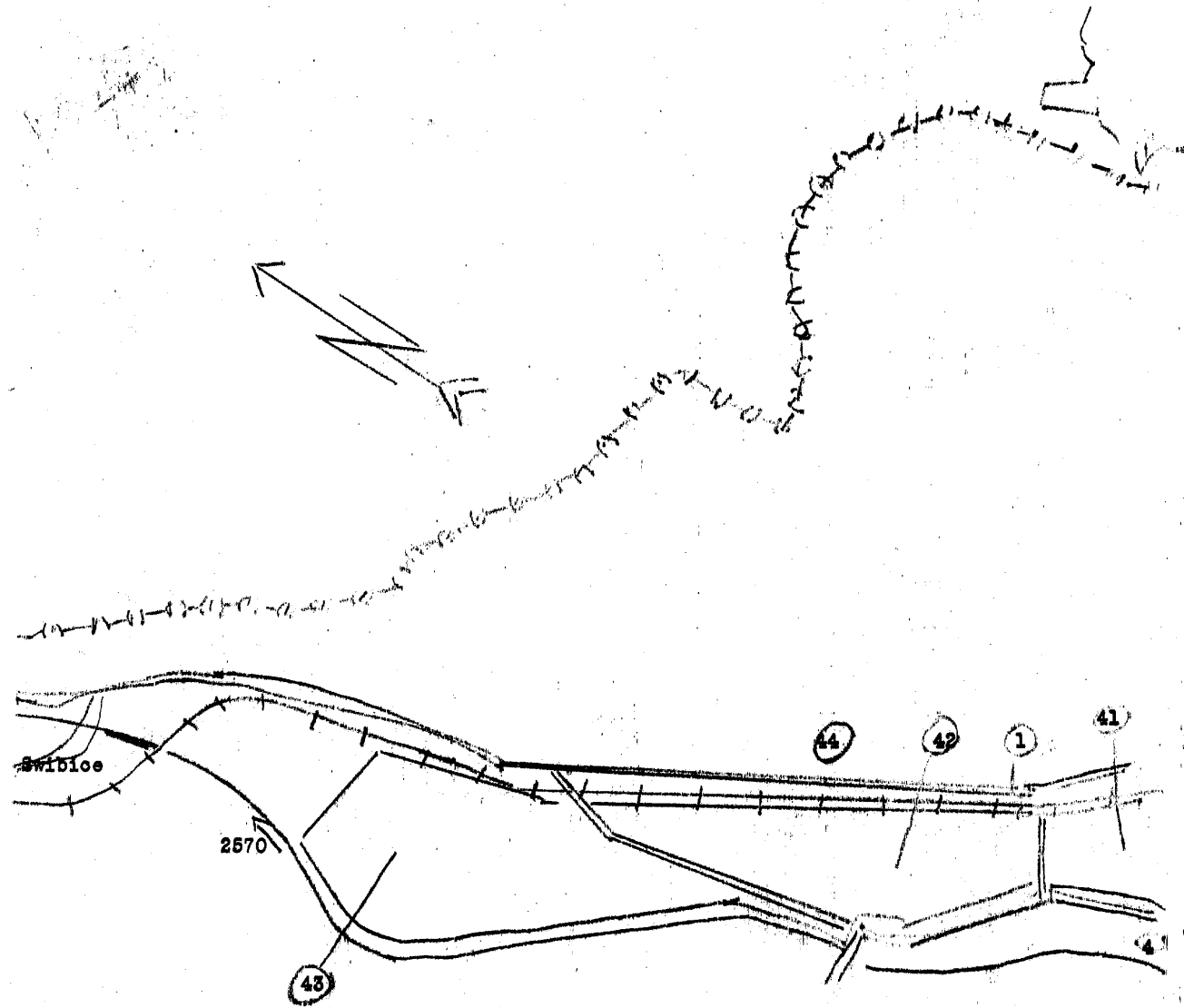
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Annex (C)

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Map sketch of Trinec Iron Works--- Part I



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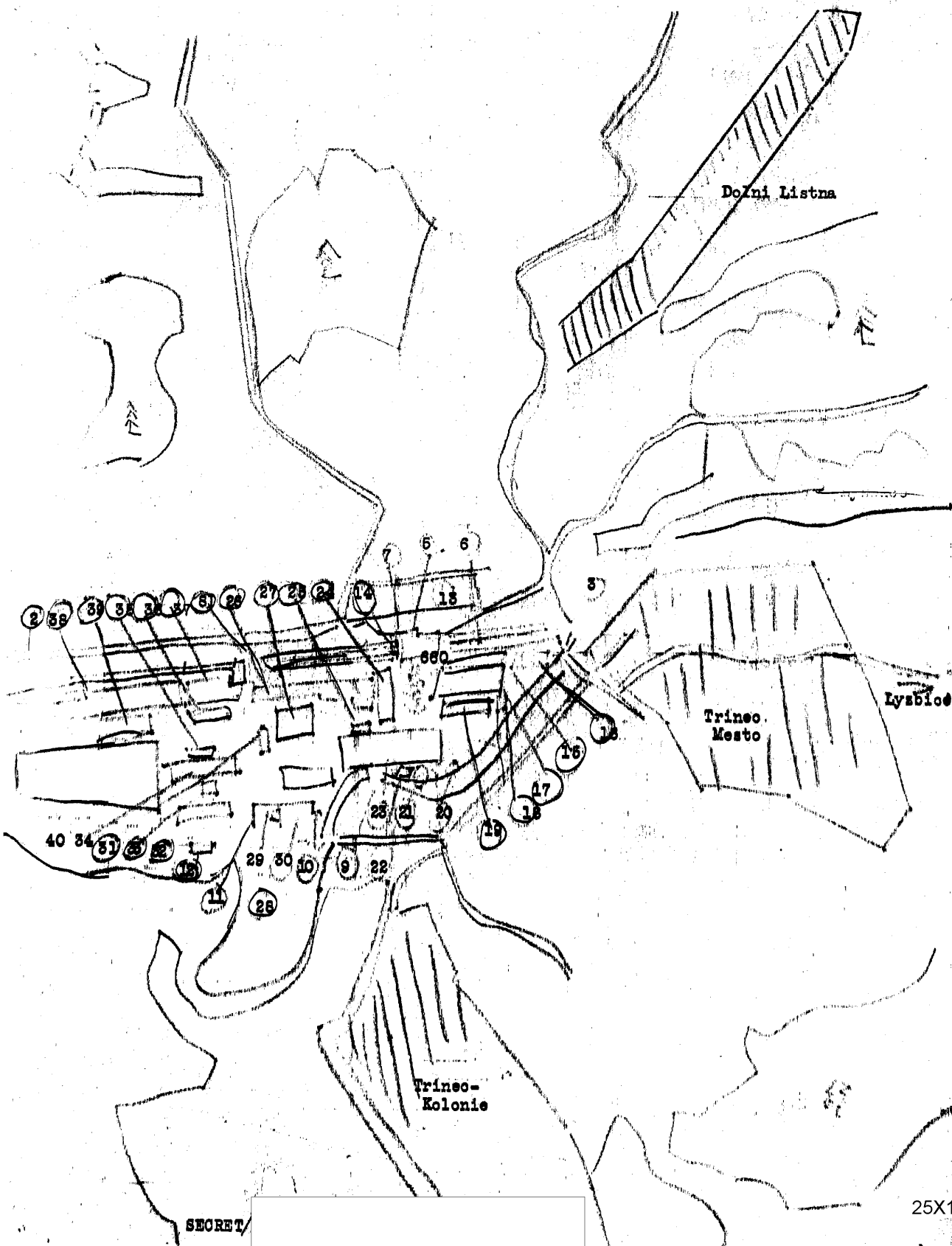
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Annex (C)

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Map sketch of Trinec Iron Works --- Part II



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Annex (D)

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Legend to attached overall plan of the Steel-Works in Trinec.

1. Dual-track R.R. Line Trinec-Cesky Tesin.
2. Road Trinec-Cesky Tesin, asphalted, 8 m. wide.
3. Road connecting Horni Listna with Lyzbice.
4. Road Lyzbice - Trinec- Cesky Tesin, asphalt, in state of disrepair, with little traffic. Is to be done away with where it skirts the plant.
5. Trinec R.R. station, in red brick, 2 storys.
6. Trinec marshalling yard, 8 to 10 tracks 1 km. long, 50 m. wide. The first two pairs of rails for civilian traffic, the rest for goods shipments of the plant.
7. Passenger-bridge, overpass, across the station, metal and wood, 5 m. high, 65 m. long, 2.5 m. wide.
8. Bridge leading over tracks to plant, metal, 5 m. high, 20-25 m. long, 5 m. wide; formerly used also by vehicles, now only for pedestrians. At the factory end of the bridge there is a wooden gate-keeper's hut, beyond which the bridge has been removed and stairs installed, leading down to the plant.
9. Gate-keeper's lodge near the ferro-concrete bridge (2.5 m. wide) leading to the plant across the river. Lodge is 1 story, masonry, 20 x 10 x 4 m.
10. Wooden, 1-story, gate-keeper's lodge, 10 x 8 x 2.5 m. connected with road # 4. by 5 meter wide asphalt road.
11. Gate-keeper's lodge for plant and plant hospital, 1-story, masonry, 10 x 8 m. Gate 5 m. wide, for pedestrians and vehicles.
12. New plant-management building (1950), 3-story-masonry, 100 x 15 x 15 m. Houses all administrative and technical offices.
13. Gate-keeper's lodge and bath-house, masonry, 25 x 10 x 8 m.
14. Blast-furnaces, diameter 10 m., altitude 20 m.
15. Coke kiln, 200 x 15 m. 3 - 4 batteries, about 150 ovens.
16. Manufacture of heat-resistant brick (asbestos, etc.); metal hall, partly bricked-up walls, 100 x 40 x 8 m.
17. Refinery of secondary products of coke kiln; gas-cleaning station; 80 x 50 m.
18. Electric equipment repair-shop, new masonry building, 1 floor, 40 x 20 x 10.
19. Steel-plant III. Masonry veneered metal hall, finished in 1951; 150 x 45 x 25 m. Equipment not fully installed yet, only 1 Martin-furnace in operation, with 150 ton load capacity.
20. Blast furnaces; [redacted] the one nearest to the gas-container (#21), completed in 1949, is the largest and most modern in Czechoslovakia.
21. Gas-container, metal, diameter 35 m, height 15.
22. 60 KW high-tension power distributor, Masonry, 20 x 10 x 15 m. Receives current from Ostrava-Zilina high tension power line.
23. Area 300 x 100 m. with cooling-towers and water pipes. Bridged by a track 12 to 15 meters above ground, connecting # 31 with steel-plant III (#19) used to move raw-materials to the furnaces. In this area some old shops are being rebuilt [redacted]

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Annex (D)

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24. Steel-plant I. Metal hall, partly covered with masonry veneer, 175 x 45 x 20 m. The hall contains 7 furnaces, with a capacity of 60 tons each, equipment old but good.
25. Plant electric power-house. Steam-driven, with high-pressure boilers, 50 x 30 x 15 m.
26. Rolling mill A.: metal hall, veneered with masonry, 475 x 100 x 15. See detailed plan.
27. Rolling mill B.: of similar construction, 120 x 100 x 12 m. See detailed plan.
28. Mechanical workshop; metal hall, masonry veneered, 150 x 60 x 10 m.
29. Plant hospital, consisting of 2 pavilions and kitchens and adm. building. 2-story masonry buildings, 45 x 15 x 15 and 30 x 15 x 12 m. The kitchens and adm. building, 1-story masonry, 15 x 10 m., the whole complex surrounded by 2 m. high wooden fence.
30. Area 120 x 80 m. surrounded by 2 m. high concrete wall. Inside are several dwelling-houses.
31. Building nick-named "Enterprise Hotel" Masonry 50 x 15 m. Ground floor contains phone and radio switch-board, mess-hall. On second floor, sick-bay and CP secretariat.
32. Grey alloy foundry, metal hall with brick veneer, 150 x 50 x 12 m.
33. Auxiliary materials storage (oil, kerosene, gasoline, etc.) 1-floor masonry 50 x 20 x 8 m.
34. Steel plant II.: for equipment see report. Masonry veneered metal hall, 200 x 45 x 20 m.
35. Ore-grinding agglomerate for feeding blast furnaces, in operation since February 1952. Metal construction, masonry veneer.
36. Stores and shipping of finished products, especially those of rolling mill B: wire, fine profiles, etc. 1-story, metal with masonry veneer, 100 x 30 x 20 m.
37. Storage of finished iron products, especially from rolling mill A, which can be stored in the open. (rails, bars, large profiles, etc.) Not covered, metal skeleton for two tracks of cranes.
38. Factory shunting yard, with about 15 tracks in an area of 400 x 80 m.
39. Open-air storage of scrap iron, with over-head rails for 2-3 crane-tracks and press for compressing scrap into blocks.
40. Area 500 x 200 m. on which new buildings are being erected. One of them is said to be a new foundry and the other a building to store rails.
41. Area in which ores before treatment were stored. Being bulldozed and levelled for new construction.
42. Area now used for depositing ores before treatment.
43. Area levelled by bulldozers, probably for future constructions.
44. New road Cesky Tesin - Trinec, built in 1951, 8 m. wide, asphalt surface.

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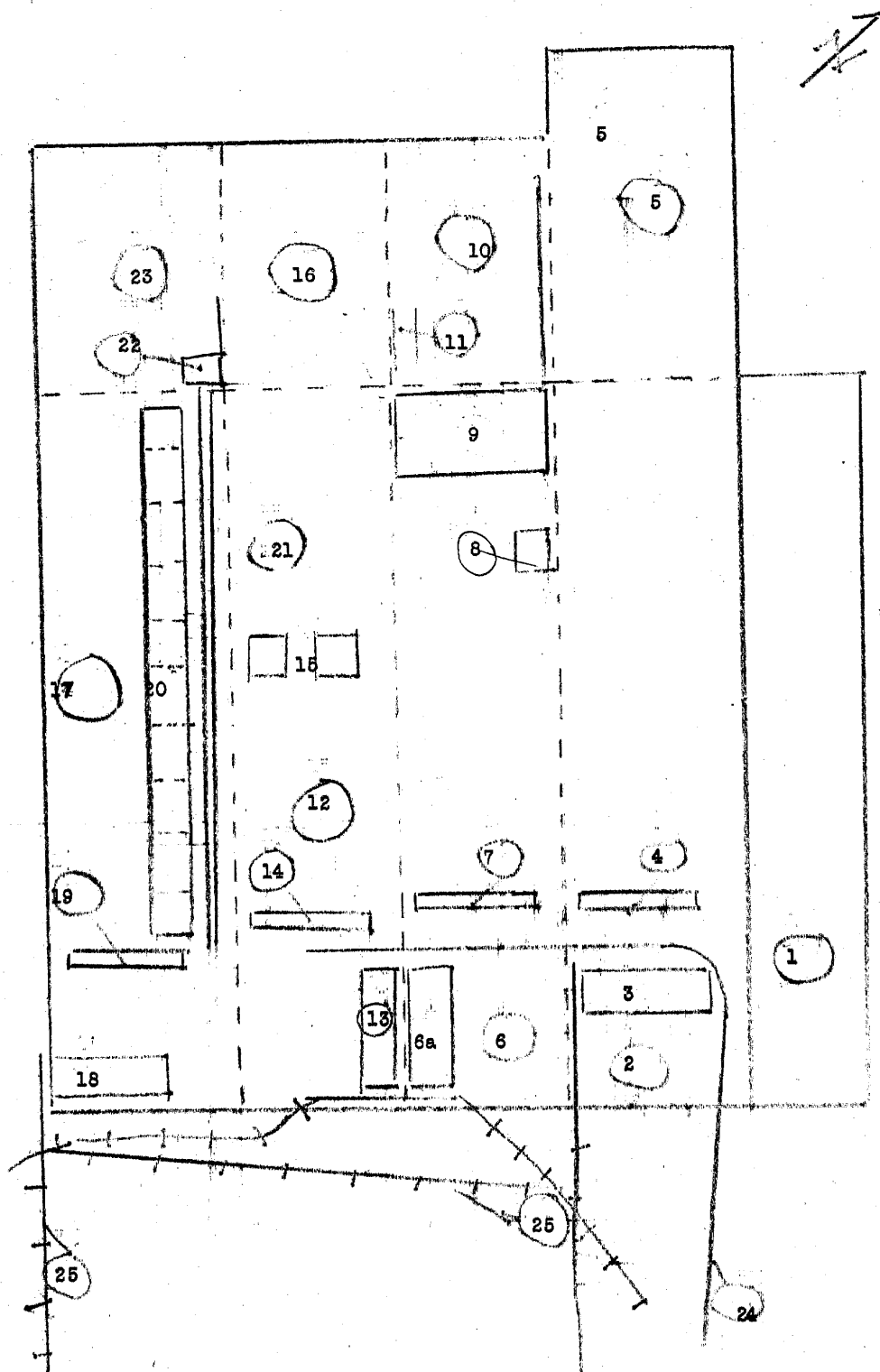
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Annex (E)

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Map sketch of Rolling Mill B.



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Annex (F)

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Legend to the sketch of Rolling-Mill B of the Trinec Enterprise.

1. Main building for motors, masonry, 70 x 15 x 8 m. Contains all secondary electrical equipment, such as compressors, pumps, etc. and motors for the third, fine rolling-line.
2. Location of the third, fine rolling line. Behind the line are the transporters and a six spool roller for winding wire.
3. Furnace for heating of 80 x 80 x 280 cm. bars, Fuel used; coal dust.
4. Rolling benches of the third, fine rolling-line. Benches for coarse thinning are also located here.
5. Finishing and packing of finished products.
6. Location of the medium rolling-line.
- 6a. Ovens for heating bars 80 x 80 to 145 x 145 up to 300 cm. Heated with small-lumps coal.
7. Benches of the medium rolling-line with auxiliary tiered rolling-benches and mobile tables for pre-rolling of material.
8. Saw for cutting products to precise measure.
9. Cooling bed, 20 x 10 m.
10. Finishing and packing of finished products.
11. Equalizer of finished products that have been out to measure but which are usually twisted after cooling.
12. Location of the first rolling-line.
13. Furnace for heating bars of 60 x 60 to 80 up to 300 cm. Heated by small-lump coal.
14. Rolling benches of the first fine rolling line with pre-rolling benches.
15. Spools for rolling iron strips.
16. Finishing and packing of products.
17. Location of the high-speed rolling line.
18. Furnace for heating bars of 80 x 80 to 109 up to 300 cm. Heated by gas.
19. Rolling benches of the high-speed rolling line, with pre-rolling benches and auxiliary tables.
20. Long lifter for material, with teeth, automatic.
21. Collecting-bed for rolled material, for the scissors, which has been brought by the automatic lifter.
22. Scissors for cutting rolled materials to required dimensions.
23. Finishing and packing of material.
24. Mobile crane with overhead rails for hauling coal to the furnaces.
25. Narrow-gauge track for shipping bars to the ovens.
26. Narrow-gauge track for shipping finished products.

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